
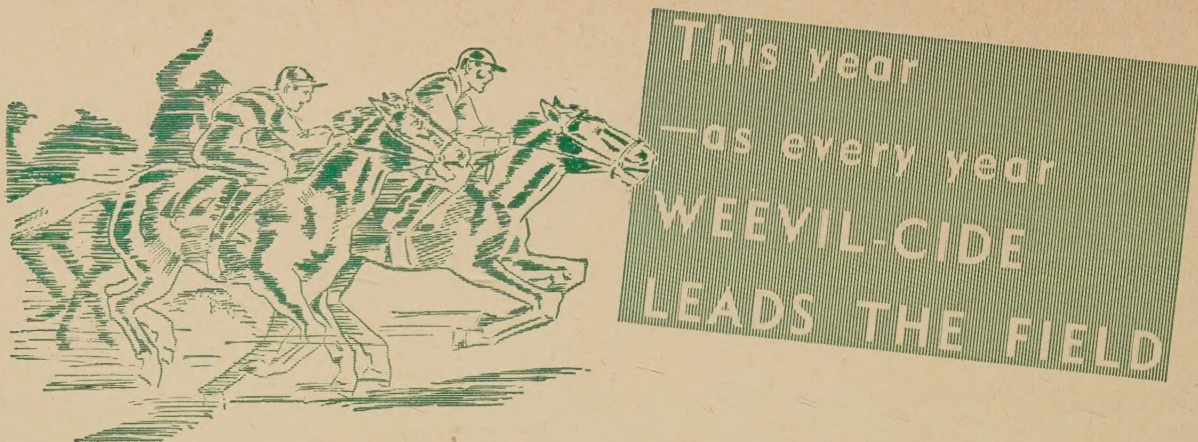


Grain

DECEMBER, 1949



MERRY
CHRISTMAS



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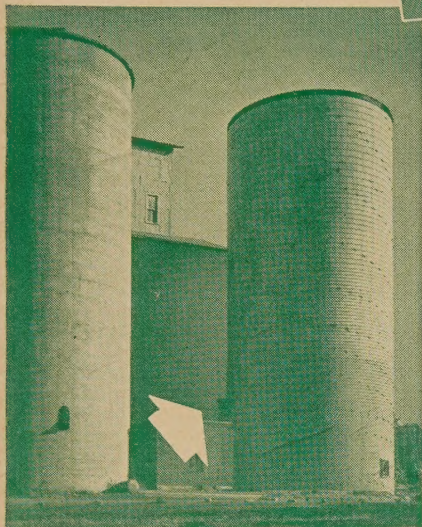
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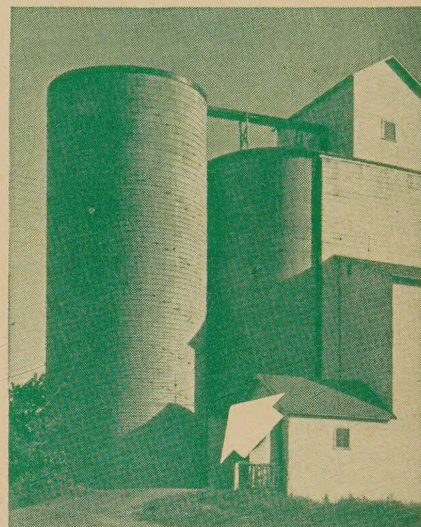
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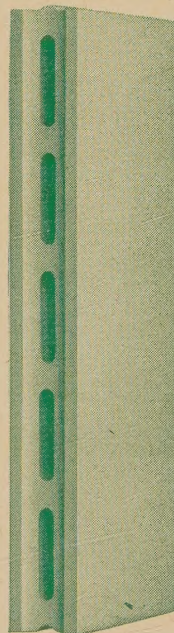
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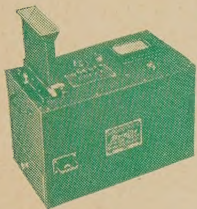
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Dock Plates and Gangplanks

THE metal or wooden piece used to bridge the gap between a box car or truck and a loading platform is usually called a dock plate or gangplank. The latter is generally preferred where a wooden structure is concerned. The National Safety Council says that no fewer than 28 names are in common use.

Under whatever name they go, however, these connecting links for loading and unloading offer a source for accidents unless precautions have been taken. The Council offers the following accident possibilities:

1. Plates may shift when trucks pass over them, because of improper anchorage.
2. Plates may give way under load.
3. Trucks may run off the edge of plates.
4. Workers may slip on wet, oily, or smooth plates.
5. They may trip on bent plates with raised edges, or on plates left lying on platforms.
6. Containers or objects may fall from trucks because of jarring when the trucks pass onto plates.
7. A loaded truck may get out of control on an inclined plate and strike workers or pin them against a building wall.
8. Cars may be moved by a locomotive or car puller while plates are in use or left in position.
9. Workers may drop plates into position, so that they fall on or bounce against their feet or legs.
10. Workers may lift and carry beyond their capacity, or in an unsafe manner.

Construction Details

Gangplanks or dock plates are constructed of wood, steel, or the light metals, magnesium or aluminum.

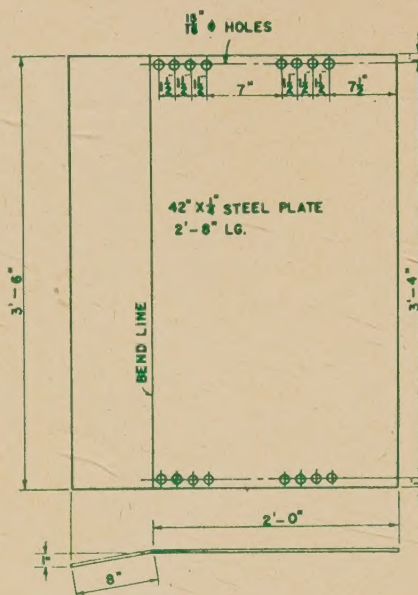


Fig. 1—Common steel dock plate with holes for stop pins

They should be made substantial enough to support the load. Typical examples of dock plate construction are shown in Fig. 1 to Fig. 4, incl.

Steel dock plates are most commonly used since a relatively thin steel plate provides great strength. On the other hand, heavy steel plates are hard to handle, and for this reason some have adopted fabricated light metal (magnesium or aluminum) plates for this purpose, in spite of the much greater cost. Either steel or light metal plates which are carefully designed for a particular operation may be purchased.

Some firms feel that the wooden gangplank with metal ends beveled to a thin edge has the advantage of greater rigidity than unsupported

metal plates for use where the distance from the car to the platform is more than 4 ft.

The dimensions of the plate should suit conditions at the loading platform where it is to be used. It is desirable that the plate be wide enough to occupy most of the width of the car door, to provide ample working space and minimize the chance that trucks will run off the edge. The plate should be long enough to bridge the average gap between the edge of the platform and the threshold of the car doors, with at least 8 in. of lap over both the car floor and the platform.

The car end of the plate should be bent downward on a line parallel to and at least 8 in. from the edge so that the edge will lie flat in case of a difference in height between the car floor and the platform.

For a plate 2 ft. long, a 1½-in. bend is ample for a maximum of a 3-in. difference in elevation. For a 3- or 4-ft. length, a 1-in. bend, and for a 5-ft. length, or more, a ½-in. bend is sufficient.

The edges at both ends of the plate should be beveled to afford easy, smooth entry for truck wheels.

The sides of the plate may be turned up at right angles, to strengthen and stiffen the plate and to prevent truck wheels from running over the edge.

Some companies which handle bagged material, such as feed, have found this design to be impractical. Bags tend to sag over the side of the truck and catch on the end of the turned up portion. This objection may be largely eliminated by sloping and rounding off the turned up corner.

The plate should be rigid enough not to spring under load. Depending upon the space to be spanned and upon the maximum load the plate will be required to carry, suitable reinforcing members, channels, I-beams or angle iron, may be welded, riveted or bolted to the underside. A factor of safety of at least 4 is recommended, based on a concentrated, maximum live load at the center of the span.

A 3- or 4-in. stripe of "traffic" yellow, or alternate yellow and black bars, may be painted along the sides of the plate to warn truckers away from the sides.

It is desirable to provide a non-slip surface on a steel plate because smooth steel becomes very slippery with use. One of the most effective ways is to apply an abrasive paint or a fabric material with an abrasive surface to the upper surface of plates. 2-in. expanded metal may be welded

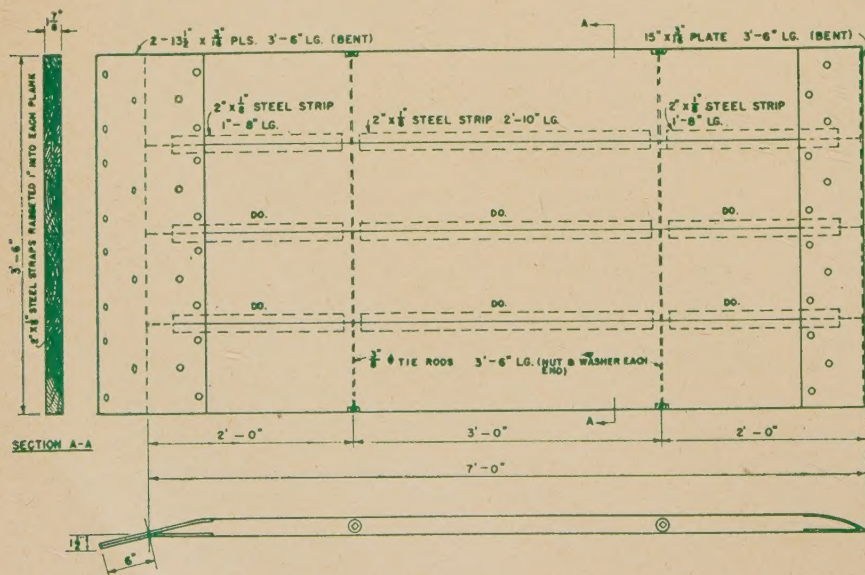


Fig. 2—A solidly constructed wood gangplank

to the walking surface, or the surface may be roughened with a diamond point chisel or by arc welding. The plate may be left smooth and bare where truck wheels roll over it, and only the walking surface roughened.

In some cases plates are made of diamond tread steel, which helps to prevent slipping. This material, however, tends to wear smooth and become slippery.

Plates should be kept clean and free of oil, grease, water, ice and snow. In freezing weather, a mixture of coarse salt and sand may be sprinkled on them to prevent the formation of ice from dripping water, and to provide a non-slip surface.

Plates should be maintained in good condition. If cracks develop in steel plates, the plates should be discarded or repaired by welding.

Plates that become warped so that the edges will not lie flat should be discarded, or straightened in press brake, or pulled straight by strengthening with structural members. Employees may stumble or injure their feet on raised edges.

Wooden dock plates should be discarded when they become split or splintered, or when metal ends become loose or broken.

Anchoring

It is essential that dock plates be anchored in such a way that they will not shift when a heavily loaded

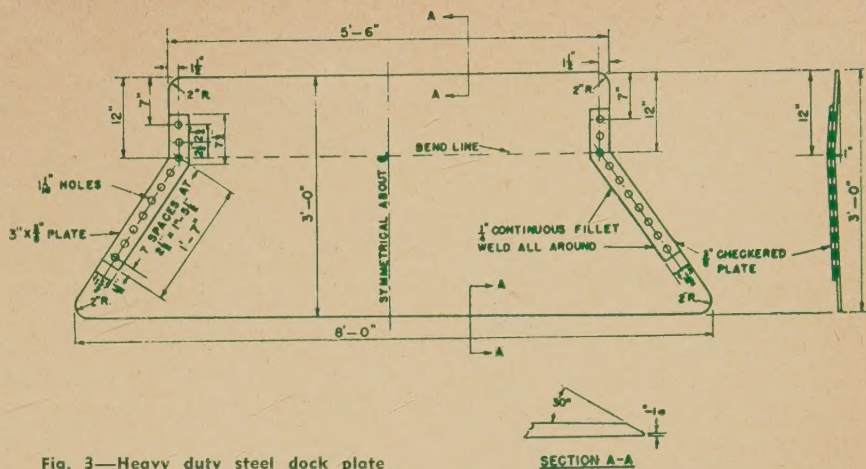


Fig. 3—Heavy duty steel dock plate

truck strikes the edges of the plates. Serious injuries have occurred when the plate has shifted under these conditions, and the loaded truck and the operator have fallen into the space between the car and the platform.

Blocks may be bolted to the underside of the plate where they will bear against the platform and the car threshold so as to prevent shifting. Metal flanges or angles may be bolted or welded to the underside for the same purpose. Reinforcing members fastened to the underside of the plate may be placed so as to act as stops.

Distances between car door thresh-

olds and platforms vary, and if fixed stops are provided, the plate must be long enough to reach the

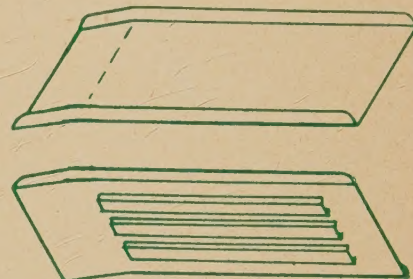


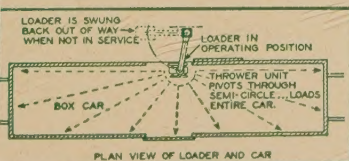
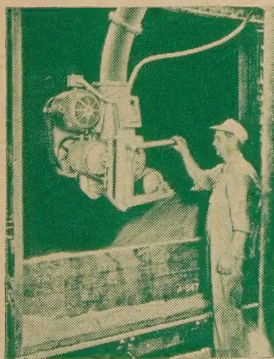
Fig. 4—Views of dock plate showing turned-up sides and steel channel reinforcing members

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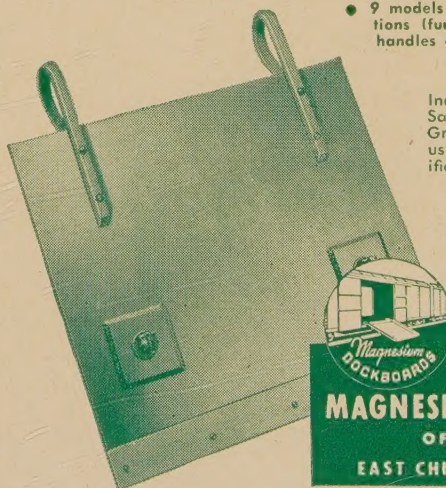
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maximum distance and the stops must be placed to provide for the minimum distance. The plate may slide until it hits the stops but, if the stops are correctly placed, cannot slide far enough to drop off the platform or car.

Movable stops may be bolted or otherwise attached to the underside of the plate in such a way that they can be locked to hold the plate in the proper position.

A dependable method of anchoring is to drill a series of holes at 1- or 2-in. intervals along both sides of the plate, and then drop four $\frac{3}{4}$ to

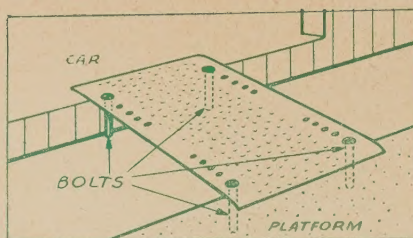


Fig. 5—A dependable method of anchoring

1-in. roundhead pins or bolts, 8 or 10 in. long, through these holes at points where two of them will bear against the edge of the platform and two against threshold of car door.

The holes should be $\frac{1}{16}$ inch larger in diameter than the pins or bolts. So that they will not become lost, the pins or bolts may be attached permanently to the plate by a length of chain brazed to each bolt and to the edge of the plate.

One common means of anchoring plates is to drive nails into the car and platform floors through small holes drilled in the corners of the plates. Nails with heads larger than the holes are used, or common ten-penny nails are driven in so that about 1 in. of the head end protrudes, which is then clinched. Driving nails into the floor at the edge of the plate and clinching them over the plate is obviously not recommended.

Of course, this method cannot be used on concrete platforms or steel car floors. Many companies reject this method because the nails, over a period of time, so splinter the wood that eventually they do not hold at all.

Wood cleats, nailed to the platform and to the car floor to bear against the edges of the plate, are sometimes used, but are not recommended. The wood tends to split, or the nails may pull out, permitting the plate to slip. Also, when cleats are removed, the nails protruding from them are a hazard.

Nails or cleats used for anchoring plates should be removed at the end of the job and discarded in a safe place. They should under no circumstances be left in the platform where employees may trip on them, or dropped in cars, on the dock or along the tracks where workers may step on them.

A dock plate may be hinged to the edge of a platform so that it can be lowered into place in a car and cannot move out of position. When not in use, it is lifted into a vertical position. A lock should be provided to hold it vertical.

The hinged dock plate is practical where one or two cars are loaded or unloaded, or where highway trucks may be spotted at the precise location of the plate. This method may prove impracticable where a considerable number of cars of varying lengths are ordinarily spotted along a long platform, where box cars must be loaded solid to the door, or where cars so loaded must be unloaded. Because, in the latter case, material must be unloaded from the car to make room for the plate to be lowered into position so that it can be used, the raised plate may be in the way.

In another method of holding a dock plate firmly in position, the end of the plate, bent downward at right angles, fits between the edge of the platform and a steel band bolted to the platform and spaced out far enough to accept the turned-down edge of the plate.

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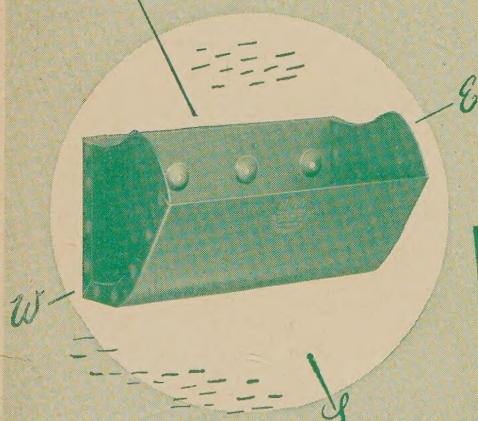
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Conducted By
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ACCIDENT DATA FOR 1948

The following are extracts from the latest edition of "Accident Facts," issued by the National Safety Council: **Are accidents the leading cause of Death?**

In a sense, Yes. Accidental deaths cause more loss of working years than any disease. As to number—in 1947, accidents ranked fourth, exceeded by heart disease, cancer and cerebral hemorrhage. For males, the 1947 accident death rate was 97 per 100,000 population, more than double the rate for females—42.

Motor vehicle accidents in 1948, resulted in 3,000 deaths or a 2% decrease from 1947.

Occupational accidents resulted in 16,500 deaths in 1948—500 fewer than in 1947.

Public (non-motor vehicle) accidents resulted in 17,000 deaths and **Home** accidents killed 35,000 persons. The total deaths from all types of accidents is estimated at 98,000—This is about 1500 less than 1947.

Besides the accident total, we must also consider fire losses, because they too have a very detrimental effect on our economy. Fires cost \$715,000,000 in 1948. This is 10% more than in 1947.

Figures by themselves are not likely to convey a vivid impression, but when we tell you that there is a death in this country from a motor vehicle accident, every 16½ minutes, and a fatality from an industrial accident every 32 minutes, you can realize the seriousness of the accident problem.

A review of reports received by the National Safety Council from 6700 industrial plants, again indicates that the grain plants are having more than their share of accidents. The 1948 record of grain plants reporting to the SOGES Committee, showed a frequency rate of 25.47 and a severity rate of 2.93. The average frequency rate for all industries reporting to the National Safety Council, was 11.49; and the severity rate, 1.12.

Only four major groups had a higher frequency rate than ours: Marine Transportation 26.43; Mining other than coal, 40.47; Mining, coal, 46.09; Lumbering 49.04.

Of the 40 major industries, 36 had lower frequency rates in 1948 than in 1947.

Handling objects remains the principal source of compensable industrial injuries. Falls resulted in the

next largest number of injuries, with machinery accidents a close third. Injuries from falling objects came fourth, followed by hand tools, and then vehicle accidents.

The National Safety Council 3-year Frequency and Severity Rates (1946-1948) for the groups in which

we are most interested are shown below:

Major group	Frequency	Severity
Food	18.62	1.15
Storage and Warehousing	21.02	.98
Sub-group		
Cereals	5.36	.64
Corn products	13.93	2.03
Milling	19.39	1.04
Grain elevators	31.92	2.81
Vegetable oils	20.00	2.73

From reading this booklet, we must conclude, that our industry is lagging behind in accident prevention; and that every superintendent must make new safety efforts.



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THE PRESIDENT'S CORNER

HAVING finished a meal of bread and wine, the three men were about to resume their journey, when suddenly there appeared in the heavens a multitude of angels and a star more brilliant than mortals had ever before beheld... a star that was to guide them to a lonely stable wherein lay the Miracle Baby of The Ages... the Infant Savior of mankind.

That incident occurred at what Christians have since come to reckon as the beginning of recorded time.

One thousand nine hundred and forty-eight anniversaries have since passed and preparations are even now being made to pay homage again to that Prince of Prophets whose lowly birth glorified that first Christmas celebration.

And on this coming Christmas Day, just as the Wise Men did so long ago, men, everywhere, will sit down to feast and break bread; my friends of the grain elevator industry among them.

Let me suggest, friends, that when you do, you reflect for a moment on the permanency—the near immortality—of our essential industry.

The bread on your tables will be a symbol of that industry—an industry as old as mankind itself. Long before the Wise Men were born, wheat was being cultivated, milled and baked into bread. Scientific investigation has established that a primitive wheat was growing in old Mesopotamia countless centuries ago—so that it is altogether possible that the first man harvested, stored and cared for wheat for his own nourishment just as you store, care for and distribute wheat today for the nourishment of your contemporary fellowman.

Geologists have unearthed evidence that corn was cultivated, stored and ground on the Western Hemisphere by the ancient Aztec and Inca Indians centuries before Christ was born.

Oil was being extracted from soybeans in China at least 4500 years ago.

And so it goes—all through the list of things our industry handles; things that have persevered and lived through the ages while lesser things all passed away.

And when you have thus reflected then will you know that these products of the earth with which our industry concerns itself have persevered and lived as long as mankind has lived because they were and are so necessary to man's propagation and well-being—because they have been so useful to so many for so long.

And therein lies the message I am inspired to bring to you this Christmas. May the Day for you and yours be bright and merry and may the Creator grant to you one of the greatest gifts in His power to bestow—may He make you, in the years to come, even as useful as the agricultural products you handle so ably and well—may He make you capable of performing greater and better service to the greater and better glory of Him and of all mankind.

A Merry Xmas and A Happy New Year

DINNER-MEETING IN CHICAGO

It was Ladies Night for the Chicago SOGES Chapter on Nov. 30 and about 42 members and ladies assembled at Martin's for an excellent dinner and subsequent meeting presided over by Pres. Lincoln Scott.

Secy. D. M. Clark spoke about the coming annual convention in New Orleans and urged immediate reservations as most of the available hotel space is rapidly going.

A movie in "Soil, Water and People" was presented through the courtesy of International Harvester Co. after which Lloyd Forsell talked on "Grain Shovels" as follows:

"For a period of years, every grain elevator superintendent has had the problem of shovels. We've had this unloading problem with us and it doesn't seem to approach any final solution in the methods of unloading. We all resort to the grain stock shovel method.

"During last 6 years, we've had a development of the metal shovel, or the magnesium shovel, and we find in tests in our plant, that where we have employed magnesium shovels on unloading pits, we've cut our maintenance replacement to practically nothing. A wooden shovel, we found had to be replaced in some manner, either plates or side boards, on an average of every 20 cars.

"In one house, where we have made a study of the magnesium shovel, we have had no maintenance, other than strike plates in a period of 1½ yrs.

"The scoop shovel is going to be the perfect answer to shoveling as

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for the

21st Annual Convention Society of Grain Elevator Superintendents

FEBRUARY 28 - MARCH 4, 1950

Hotel Roosevelt---New Orleans, La.

Write William F. Robinson, Public Relations Dept., Board of Commissioners,
Port of New Orleans, No. 2 Canal Street, New Orleans, La.

PLAN TO TAKE YOUR VACATION AFTERWARDS

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soon as we can get the weight down. It weighs approximately 24 lbs., and the straight plate magnesium shovel with a couple of the braces changed, is approximately 17 lbs.

"You have to sell a bill of goods to your men in the first place. They shy away from anything new. I don't know why, but that seems to be the way with labor. At first I had a terrific time getting the boys to even use them, they just weren't interested at all. They wanted their old flat wooden shovels.

"As a matter of fact I found the boys stashing them away in hide-away spots where they could dig them out when I came around. When I left, they would pull out their old wooden shovels again.

"We finally got down to the point where when their wooden shovels were damaged, we just didn't repair them, so finally we were able to maintain this test in the one elevator, and we found without a bit doubt, that it has cut the maintenance down to nothing.

"The original cost of the shovel is a little more — yes, but when you figure your upkeep over a period of a year, you can buy quite a few shovels."

Gordon Raemer, Magnesium Corp. of America, spoke further on the same subject.

"Our company is the first that has ever attempted to make a grain shovel of magnesium, to replace the wooden shovel that are used in most operations. Generally speaking, the reception has been very good.

"I'd like to tell you something about the development of this shovel. One of our shovels is made of 4-in. magnesium plate. It has developed now where we have a 3/16-in. plate, and with the proper bracing on the back of the shovel, we have been able to reduce the weight of the shovel and still have a complete fabricated shovel out of one piece of material with proper bracing.

"Magnesium is a tough metal, it is not as durable as steel, for certain things, but on the other hand, magnesium is about 25% as heavy as steel. Now when you compare it with plywood it is almost the same weight. It isn't possible to use a plain, ordinary plate. It would bend, break, just like aluminum, for instance, or a piece of plain wood would break too.

"We have been able to develop several designs which have certain reinforcements on the back. When these shovels were first put on the market, we didn't know what kind of reinforcing to put on, and by experimentation of several companies in the Chicago area, we were able to develop certain designs of reinforcing.

"We have done several things to this shovel: We have put an angle

on several sides of it, and have done a job of continuous welding, along the outside of the shovel. That has practically eliminated the wear on the side of the shovel, when it comes in contact with the car doors.

"We found that the greatest trouble, was the jarring and jaggings on the edges when the shovel was brought out and hit the car door. Since the continuous weld, we have no problem of wear at all. I know of some shovels that have been in use for a year now, and they are almost as good as the day they came out of the factory.

"We have also developed a cross piece where we feel that the greatest strength is needed. It crosses right

across the middle of the shovel, and right across the hook holes. The strain on the hook is the greatest point of wear on any shovel.

"By putting the brace across the shovel, it gives the shovel the same weight all over the whole shovel, top to bottom, and side to side."

KANSAS CITY BROADCAST

By Ralph Yantzi

We begin this news on the Kansas City affairs with Nov. 15, 1949. It's an important party, we hold every year for the ladies and gentlemen of Kansas City SOGES Chapter. We did have a very nice turn-out at Hotel Phillips with 53 men and



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WORK AND PLAY FOR CHICAGO CHAPTER

Upper and bottom rows — The Chicago SOGES Chapter really turns out for its regular monthly meetings — with several from the "front office" usually in attendance. Center row: Secy. Clark, as Antony, advances stealthily upon treacherous Harry Hanson, as Cleopatra, in one of Chapter's annual "fun nights." Next: Lloyd Forsell, as the "Hawaiian Butterfely," shaking off the pounds in comedy act. Next: One of the many tables at the quarterly meetings to which the wives are invited. Last: Sid Cole with real "mop" of hair, preparing to "rock" Emil Buelens (as 6 foot 3 inch baby) to sleep with improper persuasion.



GIVE YOUR WIFE AS CHRISTMAS GIFT — A TRIP TO NEW ORLEANS

All through the famous Vieux Carré (French Quarter) of New Orleans are interesting balconies enclosed by beautiful wrought iron (frequently called lace iron) of which the above is a typical example. The balconies shown are at the intersection of St. Peter St. and the Rue Royale. It is just a block from Jackson Square, heart of the French Quarter. These elaborate balconies date back to the days when the Creoles considered unusual patterns a mark of distinction and attempted to outdo their neighbors in intricate detail.

women in the latest of fall coloring, which added to the first breaking of ice, always needed to have a successful and sociable Ladies Night.

This coloring of dress was to be matched with a respective coloring of flowers. The donor was Harry E. Surface. Lovely corsages for the ladies and white carnations for men.

We had music while dining, a radio trio from a local station, with all the old and new that any one could ask for, and after dinner we had some of the finest community singing that could be heard north of the Mason and Dixon Line. We do hope we can have about twenty or so down New Orleans way, come Feb. 28.

We also had a Nite-Club and Radio Celebrity in our midst, none other than Mr. and Mrs. Ward Stanley's daughter, Mrs. Virginia Moulton of Milwaukee, Wis. She sang several hits and all enjoyed her lovely voice.

The only serious part of this party immediately followed with announcements, and a pep talk, which was very proper on account of the ladies present.

C. F. Nolling, owner of the Noll-

ing Steel Sales Co. died of a heart attack Nov. 14, 1949 while at work in his office about noon. Many of the Kansas City superintendents had dealt with him for a long time and his passing in this manner was a shock to all. Services were held in the Newcomer Chapel on Nov. 16, 1949. Burial was in Kentucky.

The chairman made a plea to these ladies present, to "join up" in the SOGES and enjoy the new friendships to be had with ladies that hear the same thing every evening, whether they be wives of superintendents or of associates. This group, from a very small beginning, never gave up. Most of their regular meetings (third Tuesday of the month) would find a group of four to six members. There are now 20 on the roll. Mrs. O. B. Duncan (the sweet little wife of that big O. B. Duncan, Supt. Salina Terminal) as president of the ladies, was called to give more details of their purposes, aims and how and where they meet. We hope they will be able to sign up at least half of our 75 members.

BARTLETT STARTS OWN CONCERN

N. E. Bartlett, SOGES Director and formerly Chicago representative of the Boston Woven Hose & Rubber Co., has organized his own concern under the name of the Bartlett Rubber Co. It will be located at

3759 S. Damen Ave., Chicago and a full line of conveyor belts, V-belts, sheaves, hose and tubes will be handled. All of "Bart's" friends wish him the utmost success.

Out-of-Town Visitors

James Auld, Hales & Hunter Co., Minneapolis, Minn. (Secy. Minneapolis SOGES chapter).

F. N. Leishman, W. C. Wiedemann & Son, Inc., Kansas City, Mo.

A. M. Marsh, mfrs. Representative, Milwaukee, Wis.

E. C. (Ted) Badenoch, S. Howes Co., Silver Creek, N. Y.

DEL SENSENBAUGH GONE

After an 8-day stay in a Decatur, Ill., hospital, Delmond (Del) Sensenbaugh, Prod. Mgr., Spencer-Kellogg & Sons, Inc., Decatur, died on Nov. 26, aged 66 yrs. He had spent most of his life in Macon County, Ill., having been born in Oakley and working mostly in Decatur.

He was long associated with the Shellabarger Grain Products Co. having joined the firm when the Decatur mill was built in 1929. He helped to plan the mill and operated it until its sale to Spencer-Kellogg in 1937. He continued with the plant, his

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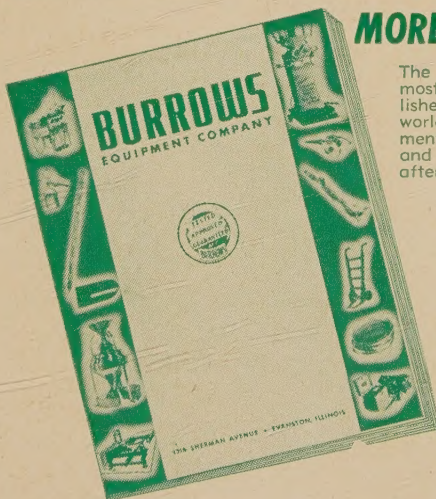
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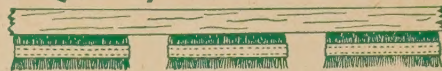
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last post being as production manager.

Earlier he was associated with a feed mill in Bloomington, a milling company in Milwaukee, Wis., the American Hominy Co. in Decatur, and the Shellabarger Mill & Elevator Co.

His former associate, W. L. Shellabarger, president of Shellabarger Soybean Mills, Inc., described him as an "outstanding man in the industry." It was he, Mr. Shellabarger said, who developed the process to refine edible soybean flour first in this country.

He was a member of the Society of Grain Elevator Superintendents, the Masons and the Illinois Society of Engineers. Funeral services were held in the First English Lutheran Church to which he belonged.

He is survived by his wife, two sons, two daughters and three grandchildren.

TIMELY PAMPHLET ON PEST CONTROL

How to protect grain from angoumois moths, weevils and other pests of stored grains is the subject of a valuable new pamphlet, offered free by the Douglas Chemical & Supply Co., 132 W. 12th St., Kansas City, Mo., manufacturers of industrial and farm chemicals.

When surplus grains began piling up and farmers had to store extra grain on their own land, the Douglas research staff of chemists and entomologists went into the field, inspected

different types of storage facilities being used, then tested and retested methods of pest control. The results, described in this pamphlet, tell how to protect grain in steel bins, wood granary bins and cribs, quonset huts or barn space.

The pamphlet contains detailed information on fumigating in each type of storage facility, and on how to prevent damage from high moisture, heating, and ground odors.

DAY COMPANY OPENS CHICAGO SALES OFFICE

The Day Company of Minneapolis announces the opening of a sales and service office in Chicago under the

direction of Frank F. Vytlačil. The new Chicago office is located at 855 Board of Trade Bldg., Telephone HArrison 7-3721. This office will do estimating, engineering and sales work of dust control, pneumatic conveying, bulk storage bins and related equipment



Frank Vytlačil
Chicago

which The Day Company designs, manufactures and installs.

Mr. Vytlačil comes to The Day Company with a successful engineering record behind him. He was graduated from the University of Alabama in 1937 with a B.S. degree in engineering. Following his graduation he joined Armco as a junior metallurgist. In 1939 he became affiliated with the U. S. Gypsum Company as a research engineer.

During the war he served for three and one-half years as a Navy lieutenant, after which he returned to the U. S. Gypsum Company as a project engineer. He held this position until joining The Day Company this year.

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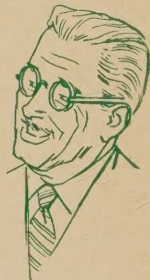
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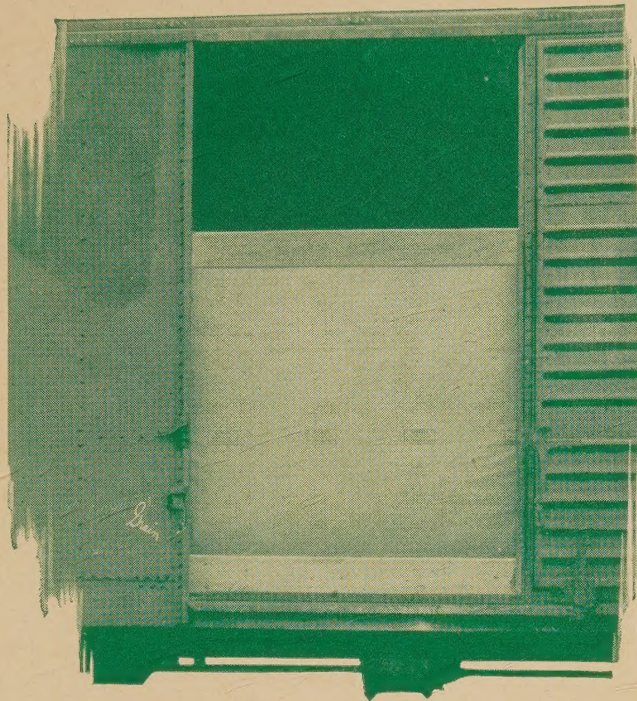
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